

compartment adjoining or opening onto the navigating bridge structure. If the operating position of the reserve radio installation is not located in the room normally used for operating the main radio installation, an interior communication system must be separately provided between the bridge and each of these radio operating positions.

(b) If a vessel has more than one location from which it is normally controlled and steered, the interior communication system between the radiotelegraph operating room and bridge must include communication to each such location. The existence at a location of all of the following factors will require that a point of communication be established there: (1) A steering wheel; (2) a compass; (3) an engine order telegraph; (4) control of the whistle; and (5) a wheelhouse enclosure.

(c) Paragraph (b) of this section does not apply to locations established solely for emergency use in event of failure of the normal steering facilities or locations used solely while docking or maneuvering a ship while in port or for brief periods while navigating the ship in close quarters on inland waters.

§ 80.827 Requirements for interior communication systems.

The interior communication systems required by § 80.826 must provide two-way calling and voice communication, be independent of any other communication system in the ship, and be of a type approved by the United States Coast Guard. The location and termination of individual systems is subject to approval by the Commission.

§ 80.828 Radiotelegraph station clock.

A working clock equipped with a sweep seconds hand and having a dial not less than 12.7 cm (5 inches) in diameter, the face of which is marked to indicate the silence periods prescribed for the radiotelegraph service by the International Radio Regulations, must be provided. It must be securely mounted in the radiotelegraph operating room in such a position that the entire dial can be clearly observed by the radio officer from the normal radiotelegraph operating position, from the operating position where the international radiotelegraph alarm signal

would ordinarily be transmitted by hand, and from the position used for testing the auto alarm (if installed). If a separate emergency radiotelegraph operating room is provided, the requirements of this section apply to it also.

[51 FR 31213, Sept. 2, 1986, as amended at 58 FR 44953, Aug. 25, 1993]

§ 80.829 Survival craft nonportable radiotelegraph installation.

(a) A survival craft nonportable radiotelegraph installation required by law to be provided in a motor lifeboat must include the following components as a minimum:

(1) A transmitting and receiving antenna and antenna accessories,

(2) An artificial antenna for testing purposes;

(3) A transmitter with keying arrangements for use of radiotelegraphy, an associated radio receiver with headphones, and a suitable device for converting from the power supply battery voltage to the voltages used by the transmitter and receiver;

(4) A power supply;

(5) A device for a ground connection to the water when the lifeboat is afloat.

(b) Components of a survival craft nonportable radiotelegraph installation specified in paragraph (a)(2) of this section must be certificated of §§ 80.263 and 80.265.

(c) The radiotelegraph equipment must be installed in a cabin large enough to accommodate both the equipment and the person using it. The operation of the radiotelegraph installation must not be interfered with by the survival craft engine while it is running, whether or not a battery is on charge.

(d) The antenna must be a single wire inverted L type with a horizontal section of the maximum practicable length and a height above the mean waterline of not less than 6 meters (20 feet), and must be so designed that it can be quickly erected and utilized by a person in the lifeboat while afloat.

(e) The ground system must comply with the following requirements:

(1) The radio installation when installed in a metal hull lifeboat must be grounded to the hull of the lifeboat.